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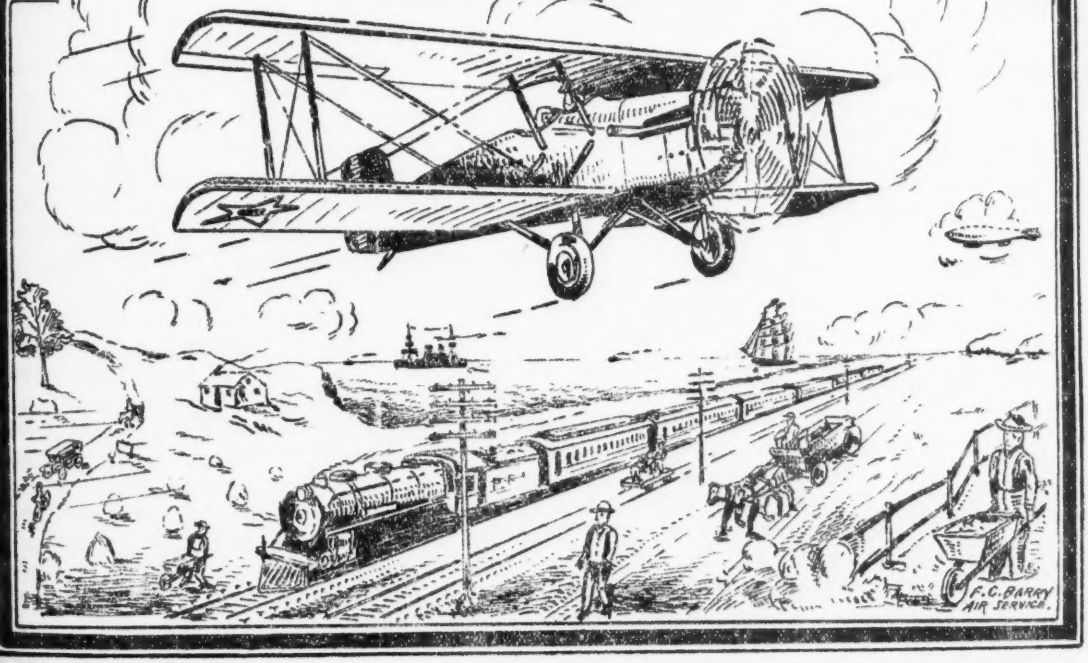
U. S. Army

Air Service News Letter



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VOL. X A I R S E R V I C E N E W S NO. 6

Information Division
Air Service

April 16, 1926

Munitions Building
Washington, D.C.

The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, Nationa Guard and others connected with aviation.

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McCOOK FIELD REVIEW -- 1925

By Major John F. Curry, Air Service,
Chief, Engineering Division.

In reviewing the engineering activities of the Army Air Service conducted at McCook Field, Dayton, Ohio, during the past year, it is evident that a momentous advance has been made in all lines of aircraft development. Whether this advance be in the experimental development of new equipment or in the perfection of that already extant, two things are certain: first, that such progress has been visible thru the excellent cooperation given by the American air craft industry, and, second, that the results of the year's efforts have as great a value to commercial aviation as to military aviation.

Experimentation and research, which constitute an important part of the Engineering Division's activities, have been productive of many new and light metals and materials as well as more economical methods of construction without which greater improvements in design of aircraft and aircraft accessories would have been impossible. In this work the Government has accumulated a vast amount of information.

AIRPLANES

The predominant trend in military aircraft development has been toward a marked reduction in the number of types required for military use. Formerly fifteen standard types of aircraft were considered necessary to properly fulfill all military functions, but today only five general types are required to accomplish the same purposes. This reduction has been gradually brought about by designing aircraft in certain instances to perform two or more functions thru interchangeable equipment, thereby making for simplicity and economy in production and maintenance.

The five general types to which military requirements have been reduced are as follows: pursuit, bombardment, observation, training, and cargo-carrying or transport. Nearly all special types represent modifications of these types.

For pursuit aviation, an improved type airplane, known as the P-1, has been developed by the Curtiss Aeroplane & Motor Company, Inc., of Garden City, L.I., to supersede their earlier PW-8 model previously adopted by the Army Air Service. Altho built around the same engine, the Curtiss D-12, the new P-1 has much greater maneuverability than its predecessors, incorporating single-bay tapered wings and underslung radiators in place of double-bay straight wings and wing surface radiators used in the preceding type.

Another pursuit type airplane of equal performance is the Boeing PW-9, which was placed in production during the war. This airplane is of the tapered wing biplane type, designed and built around the Curtiss D-12 engine by the Boeing Aircraft Company of Seattle, Wash.

In the bombardment class unusual interest is centered around the new XLB-1, an experimental type light bombing plane developed by the Huff-Daland Company, of Bristol, Penna. This airplane, which weighs over 10,000 pounds with full load, is the largest single engined airplane of its type ever built in this country. It is powered by one of the new 800 horsepower geared type Packard engines, swinging a 16-foot propeller, and carries a crew of three; a pilot, a bomber and a gunner - in addition to five machine guns and a normal bomb load equal to that carried by conventional two-engined bombers. By installing larger landing wheels, size 54 x 12", the same as used on the Barling bomber, a 4000-pound bomb may be carried. Due to its relatively high speed (about 125 miles an hour) and its greater load-carrying ability, the XLB-1 is destined to supersede the conventional multiple engined type bomber in present use. The XLB-1 was an entry in the recent International Air Races held at Mitchel Field last October.

Early in the present year, an airplane competition was held by the Army

Air Service at McCook Field for the purpose of selecting a new experimental type of two-seater observation airplane. Of the three entries that participated, designated as Curtiss XO-1, Douglas XO-2, and Wright XO-3, after their respective manufacturers - the first was selected. This airplane, the XO-1, mounting the new 500 horsepower Packard engine, showed remarkable high performance and maneuverability comparable to a pursuit type. Many advanced ideas were incorporated in its construction, such as the riveted duralumin tube fuselage weighing only 106 pounds and the detachable welded tube engine section to accommodate either a Liberty or Packard engine. The use of duralumin resulted in a great saving in weight to the extent that the complete airplane weighed about 300 pounds less than its nearest competitor. Inasmuch as this type of construction was quite new in military aircraft of this type and required service tests, only a few of these airplanes were ordered.

In a previous competition held at McCook Field in 1924, the Douglas XO-2 with Liberty engine was chosen to succeed the obsolescent DH-4 as the new service standard observation airplane. The Douglas Company of Santa Monica, Calif., is working on an order for seventy-five airplanes of this design.

In all-metal construction, six observation type airplanes, similar to the Douglas O-2, are under development by the Thomas-Morse Aircraft Corporation of Ithaca, N.Y., a firm which has specialized in this type of construction. This same firm is also manufacturing some experimental metal wings for use on pursuit and observation type airplanes.

For training purposes, two types of airplanes have been selected and produced: The PT-1 for primary training, built by the Consolidated Aircraft Company of Buffalo, N.Y., and the AT-1 for advanced training built by the Buff-Daland Company of Bristol, Penna. Both types are tandem seaters mounting either a 150 or 180 horsepower Wright engine, having been selected by the Army Air Service Training Board in service tests of various training type airplanes at Brooks Field, Texas.

To facilitate transportation of personnel or freight, nine transport airplanes have been constructed by the Douglas Company. The C-1, as this airplane is designated, is designed around a Liberty engine to carry two pilots (one for relief) in a forward cockpit, and six passengers in an enclosed cabin in the fuselage. In time of war, troops or aircraft engines may be transported.

The first airplane in this country built solely for ambulance purposes made its appearance this year. This aerial ambulance, Model KA-1, was designed by the Engineering Division in cooperation with the Army Medical Corps expressly for the transportation of sick or wounded. It accommodates a pilot, a flight surgeon, and two patients, the latter being carried in litters in the fuselage cabin with the surgeon alongside. Medical supplies are also provided for administering first aid during flight. The airplane was built by the Cox-Klemin Aircraft Corporation, Baldwin, L.I., and is designed for service in crash rescue work and for public emergency should the occasion demand.

The Loening Amphibian, which made its debut last year, has been placed on service test with the completion of several production models. Its adaptability to three elements - air, land, and water - rendered it particularly advantageous for use by the Navy Department in the recent McMillan Polar Expedition and more recently by the Engineer Corps in conjunction with the International Joint Commission in photographing the United States - Canadian boundary at the Rainy Lake Watershed near Duluth, Minn. Inverted Liberty engine and retractable chassis constitute two of the main features in the design of this airplane.

Among the new accessories pending adoption on service airplanes are the Oleo pneumatic shock absorbers. This type of shock absorber differs from the conventional wrapped rubber cord type in that the landing shocks are absorbed by the cushioning effect of oil and air contained in telescoping cylinders. Its advantage over the rubber cord type is that it requires practically no maintenance or replacements.

Another new feature on airplanes is the airplane brake for decreasing the distance of roll on the ground after landing. Surprising results have already been obtained with this device which consists of two lined metal discs, attached to each landing wheel, operated independently by pedals in the pilot's cockpit. In a test, an airplane which ordinarily rolls 980 feet after landing was stopped by brakes in 340 feet. It was also found that right and left turns could be negotiated as desired by braking the proper wheel.

To be concluded in next issue.

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NIGHT LANDINGS ON CROSS-COUNTRY FLIGHT

A report on an extended cross-country training flight from Mitchel Field, N.Y., to Traer, Iowa, recently made by 1st Lieut. Max Balfour, Air Service, during the course of which he found it necessary to make four night landings, one of them in complete darkness, furnishes valuable and interesting information to Air Service personnel and gives an excellent example of how a pilot can reason himself out of trouble by clear thinking combined with good judgment.

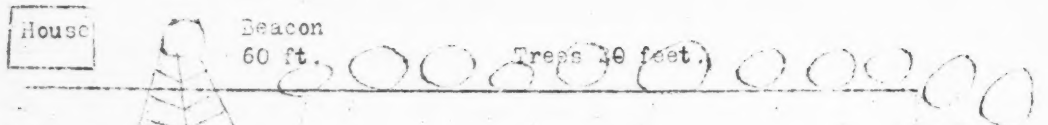
Lieut. Balfour left Mitchel Field at 12:20 p.m., piloting a DeHaviland plane and carrying Private Antz as passenger. The route chosen was the Air Mail course to Bryan, Ohio, thence to Chanute Field, where Private Antz was scheduled to report for a course of instruction at the A.S. Technical School, thence by direct route to Iowa City and Traer.

"I had no difficulty in following the course to Bellefonte, Pa.," Lieut. Balfour stated. "A strong west wind made the going tedious, and I arrived there at 3:20 p.m. I had noted a number of the Air Mail beacons on the route and three of the emergency fields which appeared excellent from the air.

At Bellefonte I found the Manager was absent, but the mechanics on duty gave me gasoline and oil. One of them assured me that I had 1½ hours' daylight; that the weather was clear to Cleveland, and that with the beacons I could easily arrive at Cleveland. I was a bit dubious, but the attitude of the Bellefonte personnel made me ashamed to admit it. I took off, passed over twenty miles of wood mountains where there is not even a road. (I learned later that the Air Mail usually flies around this mass, following the lights which are to the North by the way of Snowshoe). In a half hour, 4:15, the sun was hidden by a black cloud in the West and in a few moments darkness descended rapidly. I was able to pick my way until 4:45, when the beacons were turned on in most places. I could no longer read my map. I snapped the switch on the compass light but found there was no light. I was not worried, as one beacon was visible from another. The cloud in the west climbed higher, shutting out the horizon. Finally, at about 5:15, I judge, as I had no watch available, I was forced down to 500 feet by the clouds. I passed over a light and considered landing, but there was no field, soI went on to the next with the intention of landing if the weather continued threatening. But that was the last light I saw for an hour. I had left it perhaps two or three miles behind when it disappeared from sight. I must have deviated seriously from my course and could not find the next light. I flew for perhaps fifteen minutes and realized that I had lost my way.

In the meantime a drizzle of rain made visibility extremely poor and judgment of altitude difficult, not to mention the bizarre, unstable sensation resulting from the lack of horizon. I could not trust the altimeter, due to changes in sea level and probably differences in barometric pressure. Then I saw the lights of a city and against hope, turned to them in the possibility that it was Cleveland. I flew around the city but there was no lake front. This was confusing as I knew no large cities on my route. I was later informed that it was Youngstown, Ohio, which is very widely spread. I had now lost all sense of direction. An estimate of the situation was not difficult. I could not stay in the air all night. I must find a landing or jump. I decided to search a landing until the main tank was empty, and if the weather had not cleared sufficiently to see the outlines of the ground, or I had not found a lighted field, to climb with the emergency tank to a safe altitude over an unlighted area and jump. So I began flying a large circle, using Youngstown as a base. I closed the circle to the best of my judgment and began again in another area. I had proceeded thus for perhaps three-quarters of an hour when I found a beacon. I was almost upon it when I first saw it. I realized the hopelessness of attempting to fly the course and decided to land there, if there was a chance. I realized then that the flames of a short exhaust will eventually impair the pilot's vision temporarily on a very black night. In fact I had arrived at such a state that I could barely distinguish roads or houses. I circled the light. There were no boundary lights visible. But I dared not leave in search of the next light and the emergency field, as I had lost all sense of direction and feared I could not return. So I circled the light for a quarter of an hour. As the light turned I could get a fleeting glimpse of the ground. Bit by bit I picked up the details assembling by force of concentration a complete picture.

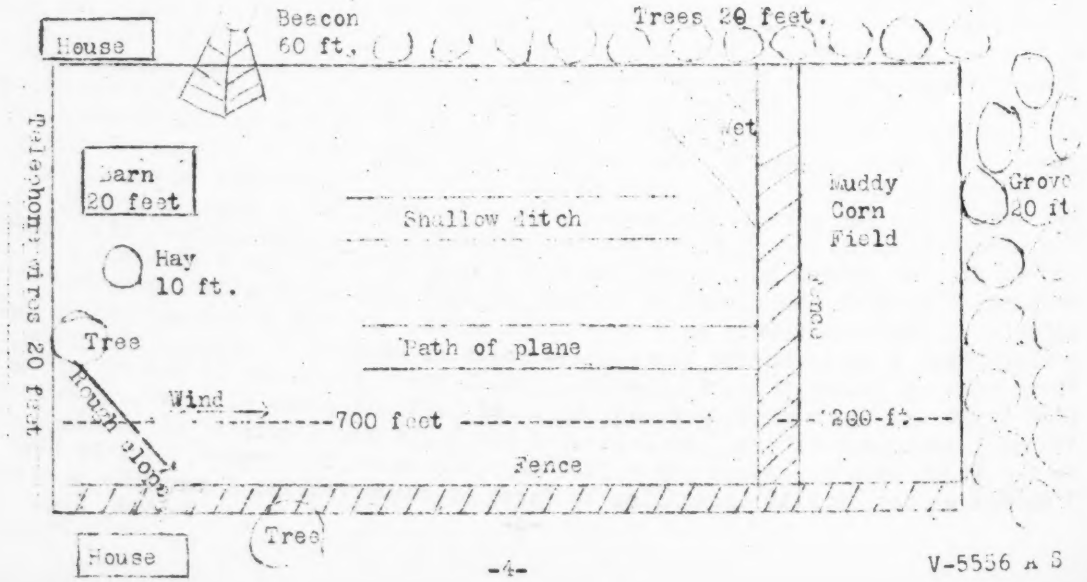
This was my estimate:



I had hoped that the lightkeeper would stop the light which revolves quite rapidly (about 9 turns per minute), and show me the outlines of the field and then focus it in the middle of the best ground. I could see a lantern bobbing about but did not know what the carrier was doing.

I flew over an unlighted area half a mile from the field, throttling down, shouted to Pvt. Antz, asking him if he wanted to jump. He did not understand. I returned to my light and made two attempts at the field, entering over the dark area between house and barn. Each time I lost my nerve, the trees looming before me as the light struck them. The light striking me in the face was annoying; I was blinded. The third time I arrived over the house, slipped sharply to the left towards the barn and when I judged I was below its roof level, kicked to the right holding up almost to the stalling point. It was a surprisingly long moment before the wheels touched and I began rolling, and it seemed as if the rolling would never end. I had practically stopped when I heard a snap and a rip and stopped suddenly. I leaped out and went into mud almost to my knees. I had passed through a fence and stopped in a muddy cornfield. The fence had one wire which the metal tipped propeller had cut. The right wing knocked over one post, but a short post on the left had torn the fabric of the left lower wing and dented the main longitudinal members, breaking out a few of the minor braces. By rocking the wings I was able to turn and pass through the hole in the fence to the field and up to the barn where preparations were made for the night.

The next morning, a survey of the field showed it to be like this:



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I learned that the lightkeeper had not understood what I wanted, that he knew nothing about airplanes, and that his orders concerned the maintenance only of the light. He was supposed to keep it burning from 5:00 p.m. to 7:00 a.m. at this period. We rolled the plane close to the keeper's shack where he could watch it through the night, and had our dinner and bed at his house. We were at Cortland, Ohio, sixty miles from Cleveland. I telephoned Cleveland Air Mail, advising where I was.

I had landed with the wind, which was about 12 to 15 m.p.h., and had passed through the fence at its only weak point, the posts being elsewhere, tree stumps 8 to 10 inches in diameter, and sufficient to wreck the plane. The greatest surprise was the distance of the grove which, with the light, had seemed much closer. I was fortunate in that I had not attempted to land over the trees, as I would probably have turned over in the mud or struck the fence at full landing speed, probably in one of its strong spots.

I bought some cotton string and with a large needle darned and mended the holes in the wing. I put a splint on the broken trailing edge, winding it with fine copper wire. This took four hours. After lunch we carried boiling water and attempted to start the motor. After 1½ hours of work it started.

I managed to get out of the field with difficulty in a cross wind. After less than half an hour, the motor sputtered the last drop of gasoline in the main tank. This was inexplicable as the motor had run not more than three hours previously and half an hour at the time. The ship is equipped with a 110 gal. tank and should run at least 4½ hours. The average gasoline consumption on the trip was 22.2 gallons per hour. I switched on the reserve, picked a field after a few minutes and landed successfully. I was two miles from Huntsburg, Ohio, and forty miles from Cleveland. Not satisfied with the situation of the plane on a hilltop in a strong wind, we tried to start the motor to taxi to a better location. After 15 minutes I climbed in and saw at once that there was practically no discharge. The batteries were evidently weak, although they were newly installed for the trip.

I staked the plane for the night and suddenly heard the air leaving one of the tires. One of the valves had let go. I telephoned Cleveland and was promised a wheel, batteries, gasoline and men. I asked for enough men to start the ship. Pvt. Antz and myself felt that we could not support another hour of cranking. The next morning, Sunday, I telephoned and received the assurance that I would have help on Monday morning. But I sent Antz by bus to Cleveland. At 6:00 p.m. he telephoned that he was not at all sure that we would get help. So I called the Manager, who assured me that we would. In the meantime I wired the Commanding Officer, Mitchel Field, of my situation. This was done by telephoning to East Claridon where there was a telegraph station where the operator accepted my promise to send an official form covering the telegraph message.

At noon, Monday, an Air Mail truck, three men, gas and oil arrived. They had brought no batteries. We hauled boiling water with a stone boat, drained the oil, heated it beside a bonfire, filled the tanks and tried to start. After 10 minutes it was evidently impossible. We took a Ford battery, wired it in place of one of the ship's batteries and the motor started at once. By speeding up the motor to run on generator we were able to recharge the batteries. The mechanic, in error, wired the battery in wrong, but I switched to the other battery and was able to get off. The use of men and truck cost about $50.00.

At Cleveland the battery was rewired and, strangely enough, seemed strong. Tuesday morning the mist prevented leaving till 10:05. I arrived at Bryan, Ohio, Air Mail stop, under lowering sky, serviced and left. The last 100 miles to Chanute were made through a mild blizzard, but the route, covered with railroads, is easily followed.

At Chanute an examination showed that the voltage regulator was sticking, causing my ignition trouble. The switch unit was changed, relieving the situation completely. The inspector reported the damaged wing safe enough to continue the flight. Chanute failed to radio Mitchel Field of my arrival or my departure the next day.

I left Chanute on Wednesday at 9:45 a.m. and arrived at Iowa City at 12:15, having encountered small blizzards and a severe head wind to the Mississippi, after which I found a dead calm.

The service at Iowa City Air Mail was excellent. It was from there that I succeeded in sending radios of arrival and departure.

I spent five days at home, the last two were stormy and prevented departure on the following Sunday or Monday, as I had planned. On Tuesday I left Iowa City

in a snow storm, losing my way twice before I reached the Illinois River. I returned by way of Chanute to bring back Private Carl, 1st Squadron, who had completed a course of instruction there. I wanted to leave Chanute at 7:00 a.m. Wednesday, but it was found that my landing gear was about to fall off, due to sheared bolts. I then had trouble getting oil pressure and did not get away till 10:00 a.m. Serviced at Bryan. At Cleveland I was obliged to wait over two hours owing to the rush hour for mail ships. I left Cleveland at about 2:45 p.m. with a strong cross wind and stopped at Claridon, intending to stay for the night, the weather being hazy to the East. The Claridon man did not encourage my desire to stay for the night. He had an Air Mail plane down which they had been unable to start for two days on account of cold and feared a like fate for me. As I desired to get back to Mitchel Field, where I was needed on Thursday, I left Claridon at dusk. As it grew dark I abandoned my map and followed the beacons, in which, in almost all cases, two were visible at a time. Then I passed one and could not find the next. I had no compass light and could not keep a correct course. I did not go too far this time but circled and picked up a light. I thought it was the continuation of the course and started on to the next light clearly visible. After a half hour I became suspicious. The ground was getting flatter instead of mountainous and the wind seemed to be on the wrong side. By cupping my hand over the compass I was able to see what faintly resembled a "W". The luminous letters had lost most of their luminosity. I landed at the first emergency field, which was Brookvale, ten miles east of Claridon. I had been flying west instead of east after my circling.

It was then 6:00 p.m. I took off, struck East and found the lights, with few exceptions, visible one from the other. I arrived at Bellefonte, circled the field and landed at 6:45 p.m. without their flood light being turned on. The Bellefonte personnel did not know I was on the way, as Cleveland had not warned them, and there was no one competent to handle the light on duty when I arrived. Weather was not very good east so I decided to stop for the night. Besides, I feared that one might look with disfavor on so much night flying with a day plane.

The next morning Bellefonte personnel found my plane in poor condition, loose flippers and general fitness being the points brought up.

In this connection I may mention that the Air Mail ships are in excellent shape. The following differences are noteworthy:

a. More efficient wings - Loening type.
b. L.W.F. landing gears that stand all kinds of abuse, such as "side swiping" in cross wind landing without damage.
c. Half inch copper lines to the carburetors instead of 3/8", decreasing danger of stoppage by bits of deteriorating hose connection.

For night flying the lights are firmly fixed on wings with excellent streamline effect. There is also a light under the fuselage fixed at an outward angle to permit pilot to inspect landing fields. Parachute flares are carried.

There seems to be a certain latitude in the Air Mail as to flying in dangerous weather, the pilot using his judgment. For example, at Bellefonte the pilot from New York, arriving at midnight, stopped because of snow squalls en route to Cleveland, and left at 9:30 a.m. the next morning.

I left at 10:00 a.m. Thursday, found clouds at 2,000 feet, climbed to 6,000 feet, above the clouds, headed east, giving a compensation of 10 degrees for the Northwest wend, and arrived directly over New York City, having seen but little of the ground through the rifts in the clouds.

The following information on some of the fields may be of interest:

a. The new Bellefonte field is 2½ miles south and slightly east of Bellefonte. It has practically unobstructed approaches. Best landing East - West; West - East, and diagonally. Slopes from North to South; this should be considered if landing North or South. Good service and usually can give hangar space for one plane.
b. Claridon, emergency field, rough, with rugged surroundings. Service cannot be counted on, except for emergency.
c. Brookvale - good emergency field in rough country.
d. Cleveland - new field, not sodded, muddy, frozen. Will be covered with cinders. Take care to avoid boundary lights four feet high and hard to see in day time. Large, four-way field. Located ten miles West of heart of city, four miles inland on Rocky River, first stream West of city. Can be found just East of noticeable branch in Rocky

River. Excellent service, expert mechanics. Dusy and may cause delays; could not shelter my ship, but staked it carefully.

e. Bryan, Ohio. Do not confuse with commercial field on edge of town. Air Mail field 1½ miles North of town. Unobstructed approaches, level. Good service.

f. Iowa City. Field near and across the River, one mile Southwest of town. Best landing Northwest to Southeast, and vice versa; also East to West; and Southwest to Northeast. Be careful Northeast to Southwest. Superior service; all personnel being extremely affable and willing.

I desire to report the following benefit to me from this flight:

a. Increased confidence. I found that I could reason myself out of situations about which I felt less confident previously. My experience with motor trouble, torn wing, forced landings, night flying, and night landing was invaluable to me. I had had only about 15 minutes' night flying with one landing previously, and that, on Airways last spring. I was able to fly nearly four hours and make four night landings, one of which in complete darkness, without accident. None of these landings were made with landing lights or flood lights.

b. I gained also, by being obliged to make my own way. Affairs were not prearranged as on Airways flights, and I learned to make my own arrangements and to be my own mechanic.

c. I learned the topography of this route, which is varied and interesting in its problems.

d. In a word, I consider that I learned more than in any previous experience or long series of experiences in the air.

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FLYING CADETS RETAINED ON ACTIVE DUTY

Under War Department authority, the following-named Flying Cadets who have graduated from the Advanced Flying School at Kelly Field, Texas, have been retained in the service, in grade, for two years' additional training, and assigned to tactical units, as follows:

Mitchel Field, N.Y., 9th Observation Group - *Richard D. Reeve and *Russell Scott.

Langley Field, Va., 2nd Bombardment Group:- A.M. Banks, E.A. Bridget, W.S. Dawson, James R.R. Reid, E.J. Rogers, Jr., J.T. Sprague. 50th Observation Squadron:- *D.C. Walbridge.

Selfridge Field, Michigan:-

1st Pursuit Group - *J.N. Jones, Jr., *Irving A. Maso, *H.D. Wilson.
95th Pursuit Sqdn - James H. Collins.
27th Pursuit Sqdn - Clinton W. Davies.
94th Pursuit Sqdn - Leonard S. Flo

Kelly Field, Texas, 3rd Attack Group:- *D.C. Bazire, John F. Guillet, *L.S. Jamieson, P.R. Love, T.P. Nelson, G.H. Sparhawk and Y.H. Taylor.

Luke Field, Hawaii:- D.H. Alkire and G.L. Tefft.

Those Cadets whose names are prefixed by an asterisk graduated from the Advanced Flying School on March 13th last.

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THE PASSING OF THE "JENNY" TRAINING SHIP

The new class at the Primary Flying School, Brooks Field, San Antonio, Texas started flying on Wednesday, March 31st, each instructor having either five or six students. For the first time in the history of the Air Service, no "Jennies are being used for training. Although the PT, which has replaced the famous "Jenny" is a good ship, there is a great deal of wistfulness and longing among instructors for their old sweethearts. In fact, a projected party in honor of the passing of the JN6 has met with only half-hearted response, due to the sadness of the occasion.

GRADUATES FROM THE PRIMARY FLYING SCHOOL

The following-named students graduated from the Primary Flying School on March 15th last:-

REGULAR OFFICERS

Captain
Edgar P. Sorenson
1st Lieuts.
Clyde A. Kuntz
Benj. A. Coyle
2nd Lieuts.
William E.Baker,Inf.
James M. Devans, F.A.
Earl W. Barnes
C.P. Bradley
Raymond M. Barton
John W. Black
Wm. G. Bryte
Voris R. Connor,F.A.
Chas. H. Caldwell
Richard H.Dean,S.C.
John H. Dulligan
Joseph C. Denniston
E.S.Emerson
A.H.Foster
Porter B.Fuqua
Harold S.Gould
Michael A.Giddens
Wm. O. Heacock
Robert W.Harper
J.P.Kidwell,Inf.
A.L.McCullough,Engrs.
Edgar T. Noyes
B.P. Purdue
William G.Plummer
Daniel H. Robertson
Russell Randall
Thaddeus E.Smythe
Harry G.Spillinger
Ernest A.Suttles
Patrick W.Timberlake
R.Van Drunt
Aaron S.Yauger

NATIONAL GUARD OFFICERS

2nd Lieuts.
George E. Decoursey
Levi H. Dice
David R. McCauley
James P. McFarland
Frank B. McConnel
Harold Mull
Thomas H. Strickler
Paul Vernier
Homer G. Swett
W.W. Wadsworth

RESERVE OFFICERS

2nd Lieuts.
E.W.Berlin
Chester N. Byles
Charles O.Garrels
J.L.Hosch
Frank D. Klein
Reuben Kyle,Jr.
Harold A. Lidster
Charles B.Overacker
Milo E. Oliphant
E.A.Peterman
Charles A.Ross
Manning D.Seil
Jeffrey R. Starks
Horace E.Weihmiller
Fred H. Wilson
Walter C. Wilson

Lt.Argentine Navy

D.Clizio Bertucci

FLYING CADETS

W.R. Allemang
Leo C. Allen
Harold C. Beddle
A.L.Bonnolisha
John E. Bodle
Kenneth W. Boyd
Eugene R. Brown
K.E.Corrigan
H.H. Bruce
Arthur E. Derby
J.P. Dickson
Wm. H.Doolittle
C.W. Eshleman
Ford L. Fair
Carlisle I.Ferris
Dale D.Fisher
N.A.Fuller
O.C. George
Harold E.Gray
B.M.Hovey,Jr.
M.A.Jevnager
Howard F. Jones
Paul J.Kanuit
A.S.Keim,Jr.
Ruseell Keillor
A.M.Kelley
Douglas T.Kelly
Ford J.Lauer
Ernest H. Lawson
Alfred J. Lewis
Kerwin Malone
C.R.Mathews
A.E.McClimans
E.D.McCarthey
E.L.McMillen
Charles L.Nichols
Harvey R.Ogden
R.G.Parker
B.J. Peaslee
Homer J. Rader
Sam P. Rady
Osborne R. Reed
Stewart A. Reiss
Earl C.Robbins
E.H.Robinson
Harold V.Smith
Keith Roscoe
H.T.Sperry
M.D.S.Steensen
Geo. F.Stowell
Louis P.Turner
Frank K.Park
D.Van Duyne
Ray H.Varney
Dan F.Voorhess
H.A.Wheaton
Ralph T.Wickford
Phillip Y.Wynne

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FAST FLYING IN "DAWN TO DUSK" SHIP.

The famous "Dawn to Dusk" plane, in which Lieut. Russell L. Maughan made his record-breaking transcontinental flight, still has some of its speed left. It was recently flown by Lieut. Kirtley J.Gregg, Adjutant of Selfridge Field, on a cross-country trip to Bolling and Langley Fields and return. Lieut. Gregg spent two days on the trip and his total flying time was 10 hours and 25 minutes, for the four flights. The flight from Selfridge Field to Bolling Field was made in 3 hours, 40 minutes, while the return flight was made in 4 hours, 20 minutes., leaving two hours for the flight from Bolling to Langley Field and return.

The "Dawn to Dusk" ship is assigned to the 17th Pursuit Squadron at Selfridge Field.

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RETIREMENT OF STAFF SERGEANT BERNARD H. SPELBRINK

The 1st Pursuit Group at Selfridge Field, Mich., passed in review on Monday, March 29th, in honor of Staff Sergeant Bernard H. Spelbrink, who was retired on this date upon completion of more than 30 years' service

in the United States Army, including double time for foreign service.

Staff Sergeant Spelbrink, although retiring in the grade of Staff Sergeant, will receive retirement pay of a Warrant Officer by reason of the fact that he rendered honorable service as a commissioned officer during the World War. After having been discharged as a commissioned officer Sergeant Spelbrink accepted an appointment as a Warrant Officer and upon completion of 30 years' service resigned his appointment as a Warrant Officer for the purpose of re-enlisting in the Army as an enlisted man in order that he may become eligible for retirement for service. There is no question that Sergeant Spelbrink could easily have attained the highest grade of Master Sergeant had he chosen to reenter the Army again - after his commissioned service - as an enlisted man.

Staff Sergeant Spelbrink entered the service by volunteering in the 3rd United States Engineers in 1898, during the Spanish-American War, and served in Cuba in that enlistment. He has also seen service in the Philippine Islands during the Philippine Insurrection in 1900 to 1903, and took part in the Samar Relief Campaign. He saw service on the Mexican Border during the Mexican raids of 1916; and served as a commissioned officer with the General Staff at Washington, D.C., during the World War. He joined the 1st Pursuit Group, Air Service, at Kelly Field, Texas, in 1921, and has served with the Group since that date.

Sergeant Spelbrink has made a most enviable record in not having lost a single day during his entire service through absent without leave or other mis-conduct, and all of his discharges have been with excellent character. He leaves Selfridge Field with the best wishes of every officer and enlisted man for his success and long life. He is a fine fellow. If we had his money and his leisure we'd go to some place where it is neither too cold nor too warm with an armful of fishing poles; some place where we'd only have to put on a white shirt at Christmas time, and let the world pass by. But Mr. Spelbrink is by no means past usefulness so he'll probably keep pace with the rest in the mad race for worldly pelf.

Mr. Spelbrink was presented with a fine traveling case equipped with a complete assortment of toilet articles as a remembrance of his days with the First Pursuit Group. But he will not need this case to remember his service, for thirty years therein makes an indelible impression upon the memory, and he will look back upon the past with longing and happiness.

Captain V.B.Dixon, Commanding Selfridge Field and the Group, in orders publishing Sgt. Spelbrink's retirement commended him for the excellent record he achieved and held him up as a shining example to all enlisted men of the Group who desire to make the Army their career.

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NEW LANDING FIELD AT SPRINGFIELD, MO.

Springfield, Mo., the half way point between Scott Field, Illinois, and Hatbox Field, Muskogee, Okla., has established a splendid landing field just east of town. It is easy to locate, being marked by a 100-foot circle. It is understood that local authorities are to erect a hangar and install servicing facilities without delay. A considerable portion of military traffic is now following this route, stopping at Springfield for fuel when necessary. From the enthusiasm shown and reception accorded visiting pilots one may vision another Muskogee on the horizon.

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CRASH NARROWLY AVERTED

An unusual incident, which might easily have resulted in a serious crash, occurred at Kelly Field, Texas, on the afternoon of March 22nd. Lieut. N.D. Frost, pilot, with Privates O.T.Flint and A.D.Webb, all of the 3rd Attack Group, were drop-testing parachutes from a Martin Bomber. Three packs with 250-lb. weights attached were suspended in the bomb racks of the plane, and arranged to drop singly. For some unknown reason the first parachute failed to release and when the second one was let go, it tore into the first one, tearing the pack loose from its fastenings and leaving it suspended several feet below the fuselage, from the weight which remained secured in the rack. The rip cord was soon pulled out by the swinging pack, permitting the chute to open. A sudden reduction of speed was felt, the tail swung skywards and the plane nosed down at an angle of approximately 45 degrees. The test was initiated at 1500 feet, and

when the incident occurred the bomber was rendered uncontrollable for a few seconds until the parachute fortunately broke away from the plane. Approximately 500 feet were lost before the ship was again under control. No damage was done beyond a small rip in one of the parachute panels.

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THE MAINTENANCE BRANCH OF THE FIELD SERVICE SECTION

Although the maintenance Branch of the Field Service Section at Fairfield, Ohio has been in operation since the office was started under the name of Property Maintenance Cost Compilation, the scope of its duties and accomplishments are not generally known. A brief outline of them may, therefore, prove interesting.

Primarily the Maintenance Branch is charged with the duty of governing maintenance activities for all the units of the Army Air Service. It oversees the operation of the Engineering Departments of Repair Depots and Service Squadrons and acts as a clearing house in passing upon new ideas concerning methods of doing work or tools and equipment for same. This tends to standardize the work at all activities, at the same time enabling each to benefit by inventions or improvements regardless of where they originate. This procedure quite naturally reacts to the bettering of the entire Service.

Another of the major duties of this Branch is the handling of Unsatisfactory Performance Reports. These reports furnish an accurate gage on the difficulties encountered by the Service and are used as a basis for the re-design or changing of equipment. A complete file is maintained on these reports which is referred to in all cases when recommending changes in equipment, drawings, or specifications.

Another of the reports used by this branch in determining the serviceability of equipment and what changes are necessary for same, is the Aircraft Accident Report. Thorough investigations are made, where possible, to determine the cause of each wreck and a cross reference file is kept up to date on them. The results of these investigations and the file on wrecks, has proved to be one of our most valuable sources of information. This information is compiled periodically and combined with the reports covering the number of planes in active use and their flying time. It can readily be seen that almost any amount of pertinent data is available in the combination of these reports, and it is believed that their continued use will be of great benefit towards reducing the percentage of accidents.

Closely allied to the handling of the Unsatisfactory Performance and Aircraft Accident Reports is the compiling of Technical Orders which is a duty of this Branch. These orders have in the past been used to cover technical information or necessary changes to equipment, and are based in the majority of cases upon the reports from the Service.

The enlarging of the Technical Order system has recently been authorized to cover practically all information formerly issued in the form of Air Service Information Circulars, hand books, etc. This will increase to a considerable extent the work of the Maintenance Branch, as all Technical Orders will either be compiled by them or will be forwarded to them for approval before issue. The new system, gathering together as it does all data in one file, will be far more accessible and of much greater value than the former unrelated issues.

One of the first of the new type of Technical Orders will be an order covering the Liberty Engine. The need for up-to-date information on this subject has been realized for sometime but it was not thought advisable to attempt its publication until all points of storage, overhaul, shipment, testing, etc., could be compiled and issued as a compact unit which would be readily available for instruction and reference. Foreseeing the possibilities of the new system, steps have been taken to compile complete and detailed data on the Liberty Engine. The work on this order has progressed slowly due to the exacting research necessary and to the time required for the development and designing of special tools, fixtures, etc., approximately sixty (60) having been completed to date. However, due to the excellent cooperation received from the Engineering Division, it is hoped to have this order ready for issue in the near future.

Included in the work of the Maintenance Branch is the checking and approval of all changes on Standard equipment and the recommending of what effect they will have upon stock on hand. This problem is being given more attention from day to day in an endeavor to reduce the number of changes to a minimum. Eventually it is hoped to have equipment in use remain unchanged,

except where it is found to be a matter of necessity to prevent accidents or failures.

During the past year great strides have been made towards the disposal of obsolete and surplus material. Although a lot of work has been completed in this line, there are still many items of old equipment, largely remaining from war stocks, which should be sorted over and those not required disposed of. Work on these items will be expedited in every possible way, so that the expense of storing this material will be obviated.

What is believed to be a noted improvement in exhaust valves for Wright engines was recently developed by the Engineering Division and turned over to the Maintenance Branch for testing. This consists of remodeling the present valves into a salt cooled type. The results of tests on a number of these new type valves indicates that their use will improve the operation and reduce the maintenance of the Wright Engine to a marked degree. Accordingly, steps have been taken to have a number of valves reworked into this type, and it is hoped to have a considerable quantity of them installed for the coming training season.

The desire of the Maintenance Branch is to keep in close touch with Service activities, so that it will be possible to give full cooperation in thrashing out difficulties and in standardizing methods of maintenance. Several trips have, therefore, been made during the past year by personnel from this Branch, during which nearly all activities were visited. These visits were not made with the intention of criticising present methods but with a hope that personal contact would clear up misunderstandings and result in a fuller understanding of what is needed and desired for the betterment of the entire Air Service.

The results from these trips far exceeded our expectations or hopes, as all activities were found to be willing and desirous of cooperating to the fullest extent. Also numerous misunderstandings were cleared up and a fund of valuable information secured. It is hoped that trips of this nature can be continued in the future.

The information secured on trips made by personnel of the Maintenance Branch is thoroughly investigated immediately after return, and action taken, if possible, on all items. When action cannot be taken, the data is forwarded to whatever Branch of the Air Service is concerned or is filed pending opportunity for its use.

In order that the Service view point may be given consideration, a representative of the Maintenance Branch is usually requested to attend conferences and meetings of committees or boards. This affords an opportunity for presenting the compiled data and information received from the Service through reports and correspondence, together with that which is obtained during visits at activities. This procedure brings to the front the recommendations of the men who have the actual handling of equipment in the field.

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GETTING LUNCH ON THE FLY

It was noon time and the crew aboard the Airship TC-4 from Langley Field began to get hungry. They had taken off from Langley Field for a special demonstration flight over Newport News, Va., at 11:10 A.M. and were not due to return until 3:00 P.M. Flying low, they could see the people on the yachts eating lunch, which made them still more hungry. Some one of the crew thought of a plan to have lunch served while flying, and a line was dropped down to one of the pleasure yachts that were on the river. Some fair maiden tied a basket of sandwiches to it, which was hauled aboard the airship, and lunch was served.

The occasion for the flight of the TC-4 over Newport News was the launching by the Newport News Ship building and Dry Dock Company of nine ships and the laying of keels for three more. Although the weather on March 20th was far from ideal for flying, Capt. Chas. P. Clark took off. The crew, besides Capt. Clark, pilot, consisted of Lieut. W.A.Gray, pilot; Tech. Sgt. C.H. Johnson, Engineer, and Private J. Winters, Rigger. On board were also Mr. M.D.Cooke, Photographer for Pathe News and Mr. B.E.Dardaine, Photographer for Fox News. The ship stood by and circled over the city and water front at a fairly low altitude during the program, giving the persons on the ground an opportunity to see it. Both Messrs. Cooke and Dardaine took many interesting photographs of the launching of the ships and of the crowd of people, which was the largest ever assembled at Newport News.

The TC-4 started to return to Langley Field at 2:50 P.M., arriving at the hangar at 3:00 P.M.

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CHIEF OF AIR SERVICE INSPECTS AIR SERVICE ACTIVITIES AT SAN ANTONIO

On Monday, March 22nd, Major General Mason M. Patrick, Chief of Air Service, inspected the Air Intermediate Depot at Duncan Field, remaining as the luncheon guest of Major Lackland, Commanding Officer of that Field. A dinner party, attended by the field officers on duty at Kelly, Brooks and Duncan Fields, was held on the same day at the Menger Hotel in honor of General Patrick, following which a reception and dance for all Air Service Officers of the above named fields and the SecondDivision and Corps Area Air Service was held at the Balloon Hangar at Brooks Field at 9:00 P.M. At General Patrick's request, entertainments and social engagements for him were reduced to a minimum, and the reception at Brooks Field was tendered by the combined Air Service fields, the Brooks Field Balloon Hangar being considered the most appropriate place to hold same.

On March 23rd General Patrick inspected Brooks Field, and the 24th, 25th and 26th were devoted by him to an inspection of Kelly Field.

A tactical problem was executed for the General by the 3rd Attack Group on March 26th. Field orders were issued by Group Headquarters and in turn by the 8th and 90th Squadrons. A report was rendered by flight leaders upon completion of the mission, consolidated at the Operations Office,and the complete report forwarded to General Patrick. The enemy airdrome at Moore and Jensen were completely demolished.

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PROGRESS OF THE ADVANCED FLYING SCHOOL

On the present class of the Advanced Flying School at Kelly Field, Texas, which started with 95 students, one has been relieved due to physical disability and 94 students are now in training. On March 31st, 41 students had progressed to solo and 53 still remained on dual flying. The class has so far been unfortunate in their number of flying days since arrival at Kelly Field, as March 31st was the 19th working day of the course and during that period there were only 9 flying days, the other 10 days not being available for flyind due to low clouds with fog and rain. The present class at the school began with 35 officers of the Regular Army, two Marine Corps officers, one officer of the Argentine Navy and 57 flying cadets. There are four special observation students sent here for the six months' course in Observation Aviation. Owing to the small number of flying days, this present class averaged about one hour and 20 minutes per student the first week of training, forty minutes per student the second week and 2 hours and 50 minutes per student the third week. The class has been flying DH's since the transfer of the O2's to the Attack Group.

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COAT OF ARMS FOR 10TH SCHOOL GROUP

A coat-of-arms for the 10th School Group, Kelly Field, Texas, was approved by The Adjutant General of the Army and will be worn on the campaign hats and on the shoulder straps of the personnel of that organization. The new decoration is not as yet available, but will be placed on sale in the Post Exchange soon. It sets forth the history and purpose of the Advanced Flying School. The School motto "Constituimus Victorian",(We Organize Victory) is inscribed on a curved streamer directly under the shield. The shield is of azure, and sets forth a lighted torch between a rose and a thistle and over a fleur-de-lis. The torch of light represents the torch of knowledge or training, and the observation section of the School. The other three branches of the School, Attack, Bombardment, and Pursuit aviation, are represented by a clenched fist, holding an arrow and a bolt of lightning. The clenched fist represents the Attack Branch, the arrow the Pursuit Branch, and the lightning bolt the Bombardment branch. The rose, the thistle and the fleur-de-lis surrounding the torch of knowledge represent England, Scotland and France, former sojourning places of units of the 10th School Group. The 10th School Group, or Advanced Flying School, was organized into one composite organization at Kelly Field during June and July of 1922. It was formed from the following units: Headquarters, 40th, 41st, 42nd and 43rd School Squadrons, the 68th Service Squadron, and the 22nd Photo Section,

The 40th Squadron was organized in San Antonio in 1917, and was sent to England almost immediately. It was stationed for some time in Scotland, and then sent to France. The 42nd and 43rd Squadrons and the 88th Service Squadron were also organized in San Antonio. The two School Squadrons were organized in 1917 and the service squadron in 1922. The 43rd Squadron first trained at Ellington Field, Houston, and was then sent to England, and later to France. The 22nd Photo Section was organized in 1917 at Madison Barracks, N.Y., and was sent to France within three months returning to the United States in 1919.

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AERIAL PHOTOGRAPHIC ACTIVITIES OF THE ARMY AIR SERVICE

During the year 1925 there has been a great increase in the demands upon the Army Air Service for aerial photographs for military, map-making and other purposes, and a decided increase in the variety of purposes for which photographs are used. In addition to the routine necessities of training, extensive photographic operations for practically all branches of the Army have been accomplished and photographic mosaics and aerial photographs for map-making and various aerial survey purposes have been furnished to cover areas of approximately 8,000 square miles. By far the greatest demand for aerial photographs has emanated from Federal agencies outside the War Department, particularly the Geological Survey, whose schedule submitted to the Air Service for the fiscal year 1926 calls for the photographing of areas approximating 40,000 square miles. Forty percent of the entire mapping in the United States for 1925 by the latter Department was accomplished by the aid of aerial photographs furnished by the Army Air Service. In the latter part of the year, active participation was begun in the Geological Survey schedule for mapping the entire United States, according to the Temple Bill Act passed by Congress in March, 1925.

As only about 43% of the country has been covered with topographic maps and many of these maps will have to be revised or the areas re-surveyed to provide maps of the present day standard, the Geological Survey estimates that photographs will be required of about 2,000,000 square miles of areas within the territorial limits of the United States under the Temple Bill program. It is estimated that between ten and fifteen million dollars will be saved on this project by the use of aerial photography as compared with what it would cost if the work was done by ground survey alone. In addition, there is approximately a 50% saving effected in the time consumed over the old methods, and an improvement in the quality of the maps has resulted. The greatest proportion of economy has come in the work of revising maps. In some instances, nearly the entire work of revision has been accomplished by means of aerial photographs, so that a savir of as much as 75% of the cost of ground methods has been effected. The photographs are being used in standard topographic mapping to prepare plane table field sheets with surface data, such as roads, railroads, streams, woodlands and other features which are ordinarily obtained by ground work. These plane table field sheets are used by topographers who go over the ground to add the contours, names, boundary lines and other information to complete the map.

The Army Air Service has furnished to the Geological Survey multi-lens photographs during the year of approximately 9,000 square miles in various parts of the country. The total area photographed for the War Department and all other Federal Departments during 1925, was approximately 22,000 square miles. The bulk of the mapping work has been accomplished with the tri-lens camera developed by the cooperative efforts of the Corps of Engineers and the Army Air Service. The four-lens camera which is an improvement over the tri-lens camera has been developed and satisfactorily field tested, and a sufficient number of these cameras are being constructed to enable the Air Service to double its capacity for photographing large areas rapidly.

In addition to the mapping activities outlined, the work of making photographic mosaics and aerial views of the water routes and docking facilities of all the important harbor cities on the Atlantic, Pacific and Gulf Coast, for the Board of Rivers and Harbors, was practically completed. In addition, mosaics were made of reservations and training areas occupied by the General Service School, Infantry, Cavalry, Artillery and Medical Schools, and West Point, for use in their training courses. Mosaics and aerial photographs are also now available of all Army stations, forts and flying fields in the United States and Insular Possessions.

The Army Air Service now has 15 organizations known as photographic sections in the various Corps Areas throughout the United States, and three in

our Insular Possessions. These photographic sections are established at flying fields and have well equipped laboratories for finishing the photographs made by Army squadrons. Several new developments for military purposes have been successfully carried out by the Army Engineering Division at McCook Field. Among the notable features was the first successful aerial photographs made at night by the use of flash-light bombs dropped in parachutes from the photographic plane. Another feature was the method for the rapid developing and finishing of aerial photographs in the airplane while in flight. In experiments carried out during military maneuvers at Fort Leavenworth, Kansas, aerial photographs were made and dropped to transmitting stations, where they were sent by photo-telegraphy to New York and San Francisco, and excellent photographs reproduced in those cities 28 minutes after exposure was made in the airplane.

A study of the following list of projects completed during 1925, indicates the variety and extent of the photographic work accomplished by the Army Air Service:

Projects for the Geological Survey

9,000 square miles of area in New Hampshire, Vermont, New York, Illinois, Missouri and Texas for mapping purposes.

Projects for the Corps of Engineers

Mississippi River from the mouth of the Missouri to the mouth of the Ohio.

A strip of tri-lens photographs covering the course of the Mississippi River for approximately 200 miles.

Tri-lens photographs of Rainy Lake Watershed, covering the boundary lakes between Minnesota and Canada. Area photographed approximately 1,200 sq. miles.

Photographs for river surveys covering total areas of approximately 5,000 sq. miles in sections Tennessee, southern Kentucky, southwest Virginia and western North Carolina.

Photographs of Ft. Humphreys and Indian Head Quadrangles, Va., approximately 400 sq. miles, for use by the Corps of Engineers in course of instruction on aerial photography and map-making at the Engineer School, Ft. Humphreys.

Mosaics and sets of oblique views of the Tennessee River and Wilson Dam, adjacent to Muscle Shoals, Ala., for the Corps of Engineers.

Mosaic and oblique views of Horseshoe Falls, Niagara, N.Y., for the District Engineer, Buffalo, N.Y., to be used in the study of erosion.

Projects for the War Department.

Photographs of an area approximately 200 sq. miles in the vicinity of Gettysburg, Pa., for General Service School, Ft. Leavenworth. Completed and delivered.

Tri-lens photographs of an area of approximately 1,000 sq. miles of the Reservation at Ft. Riley, Kansas for the Cavalry School.

Tri-lens photographs of a strip 10 miles wide covering the borders of Texas and Mexico, extending from Roma, Texas, to the mouth of the Rio Grande. This project is for the International Boundary Commission Texas-Mexico.

Photographic mosaics at a scale of 1/15000 of the border areas surrounding the proposed Shenandoah and Great Smoky/National Mountain Parks in Virginia and Kentucky, approximately 1,500 sq. miles.

Photographs of the Nacona Gas Field, Okla., approximately 400 sq. miles, for the U.S. Helium Production Plant, Ft. Worth, Texas, in the study of proposed routes for pipe lines.

Photographs of the border territory, El Paso to Fort Quitman, Texas, covering an area of approximately, 600 sq. miles, which takes in both sides of the Rio Grande, for the Mexican Section of the International Boundary Commission.

Projects for other Federal Departments.

Mosaic to the scale of 1/10000 of an area ten miles wide parallelling Long Island Sound, extending from the Housatanic River to the New York State Line, for establishing the location of a new highway, made for the Bureau of Public Roads.

Photographs of the Hudson River, vicinity of Croton Point, N.Y., for the U.S. Coast Guard in locating submerged objects.

Photographs of Rice Fields, between Lake Charles and Lafayette, La., covering an area of approximately 200 sq. miles, for the Department of Agriculture for use in the study of possibility of crop estimates by aerial photography.

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RESTRICTIONS ON RESIGNATIONS OF OFFICERS ATTENDING CIVIL INSTITUTIONS

A letter from The Adjutant General of the Army, addressed to all Chiefs of Branches of the Army, dated April 1, 1926, reads as follows:

"1. With reference to the detail of commissioned personnel of the Army to civil institutions, the following certificate will be required of all officers attending a full course of instruction at a civil institution:

I_____ _____certify that I will not resign from the United States Army within a period of three years subsequent to the termination of the course at_____ unless circumstances arise which cannot be foreseen and which in the opinion of the War Department are deemed a justifiable basis for the abrogation by the War Department of this agreement.

By order of the Secretary of War:

ROBERT C. DAVIS,
Major General,
The Adjutant General."

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NAVY ENTRIES IN SCHNEIDER TROPHY RACE

The Secretary of the Navy has authorized the Bureau of Aeronautics, Navy Department, to make available three airplanes for entry as the United States defenders in the Schneider Cup Airplane Race to be held during the week of October 24th to 31st next. The National Aeronautic Association has entered these three airplanes to defend the Schneider Cup against the three seaplanes entered by the Aero Club of Italy.

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GREAT BRITAIN NOT TO COMPETE IN SCHNEIDER RACE

Great Britain has definitely decided not to compete for the Schneider Trophy this year. At a meeting held at the Royal Aero Club on March 19th last, at which representatives of the British Air Ministry, the Royal Aero Club, the Society of British Aircraft Constructors and others interested in the Schneider Cup were present, it was unanimously decided that it was inexpedient for the Royal Aero Club to make a challenge for the Schneider Cup Race this year.

The British Aeronautical publication FLIGHT makes the following editorial comments on the above:

"In order that the reasons for the decision may be fully appreciated, it will be necessary to refer back briefly, to the earlier history of the Schneider Cup race. When the trophy was first put up by M. Jacques Schneider, a member of the famous French armament firm of that name, it is fairly safe to say that no such speeds and engine powers as reached by modern machines had been contemplated The earlier Schneider Cup machines were powered with engines of round about 100 H.P., and the machines themselves were not so expensive to build but that aircraft firms, or even private individuals, could afford to enter. Gradually, however, the engine powers employed grew, until something like 700 H.P., has been reached, with every indication that still higher horse-powers will be called for. This has naturally meant not only a vast increase in the cost of engines, but also an equally large increase in the cost of the machines as a whole, and - what is perhaps even more important - the necessity for a much longer period of preparation, not only in the matter of testing machines, engines, airscrews, floats, etc., thoroughly, but also in the preparation of the pilots, the handling of such high-speed machines requiring special training and a great deal of practicing.

It is thus seen that from every point of view the Schneider Cup race has become infinitely more difficult than it was in the earlier days - financially, technically, and as regards the human element. To the credit of the United States it must be said that they were the first to realize that the only way of tackling the Schneider Cup problem with any hope of success was to make of it a national affair. This they proceeded to do, and in 1923, when they challenged Great Britain at Cowes, they sent over machines and crews backed by the financial and best technical resources of the United States Government. As all the world knows, the Americans won a decisive victory at Cowes, but what everyone did not realize was that America had changed the nature of the Schneider Cup race from a more or less private sporting affair to putting it on a national basis.

The British Government has been slow to follow suit, but last year a beginning was made, by ordering a few machines and permitting their constructors

to enter them in the race. This year still greater support had been promised, but the fact remained that if we were to have any hopes of winning the Schneider Cup very strenuous efforts had to be made, and the time for racing them was considered too short. As a result the decision not to enter. Under the circumstances we feel that this decision was the only one to which those concerned could have come. To have rushed machines through for the race, only to discover at the last minute some unexpected 'snag', which would have prevented them from putting up a creditable performance would scarcely be calculated to increase British prestige abroad, and that being so, it is surely more dignified to be perfectly frank in the matter, and to state that we regret that we do not feel that we can undertake the construction of machines in time for October.

While on the subject of the Schneider Cup, it may be stated that the Royal Aero Club proposes, at the next meeting of the Federation Aeronautique Internationale in September, to suggest that in the future the Schneider Cup race (if it be still an existing event) be held, not annually, as in the past, but every other year. The suggestion is a very practical one, as the difficulties of building and testing machines for the race have now become such as to require a much longer period of preparation. Whether the suggestion will meet the views of other nations, as, of course, somewhat problematical.

This brings us to the question that will naturally be asked, i.e., will there be a race this year? The answer to that rests mainly with America. If no country enters machines, America has a perfect right to claim a 'walk-over'. She has already once foregone that right - a sporting gesture which this country duly appreciated - and if she should decline to declare 'no race' this year, small blame could attach to her. In that case the Cup would become the permanent property of the United States, and the question would then arise whether a new cup should be offered, and if so under similar conditions or under totally different ones".

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A MEMORIAL TO MAJOR BENEDICT

A bronze tablet in memory of the late Major C.C. Benedict, Air Service, presented by the class of 1925, Air Service Tactical School, was unveiled on April 5th in the Tactical School Library, Langley Field, Va., by Mrs. C.C. Benedict, during a short but impressive ceremony. The tablet was formally presented by Captain John G. Whitesides, Air Service, a member of the class, and was accepted by Major Oscar Westover, Air Service, Commandant of the Air Service Tactical School.

Major Benedict lost his life in an aircraft accident while a student at the Air Service Tactical School, and the tablet just unveiled constitutes a fitting tribute to his memory by his class mates.

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WAR DEPARTMENT ORDERS AFFECTING AIR SERVICE OFFICERS

Changes of Station: 2nd Lieut. Lyman P. Whitten, McCook Field, to Hawaiian Department, sailing on or about May 19th.

Orders amended assigning 1st Lieut. Wm. W. Welsh to Kelly Field upon completion of tour in Panama, instead of Langley Field.

1st Lieut. Charles G. Brenneman assigned to duty at Denver, Colo., as assistant Air Service instructor, Colorado National Guard.

Major Jacob E. Fickel, upon completion present course of instruction at Command and General Staff School, Ft. Leavenworth, to proceed to Washington for duty in Office, Chief of Air Service.

1st Lieut. Donald R. Goodrich detailed with Organized Reserves, 8th Corps Corps Area, and assigned to duty with 85th Division, Detroit, May 1st.

2nd Lieut. Howard G. Davidson from 10th School Group, Kelly Field, to Scott Field, Ill.

Major Wm.B.Duty and Captain David S.Seaton relieved from assignment and duty as students, Command and General Staff School, Ft. Leavenworth, Kans., at such time as to enable them to sail for Philippines on or about August 20th.

Transfers: 2nd Lieut. John L. DePew to 2nd Cavalry, Ft.Riley, Kans.

2nd Lieut. Wiley T.Moore, to Field Artillery, March 24th.

2nd Lieut. Richard G.Herbine to Infantry, March 18th.

2nd Lieut. Raymond C.Conder to Field Artillery, March 24th.

Leaves of absence: 1st Lieut. Frank Kehoe, Jr., 2 months, March 28th, on account of sickness.

Captain Earl H.DeFord one month, 15 days, upon arrival at San Francisco.

Kelly Field, San Antonio, Texas, March 26.

Eighteen cadets were graduated in the last class at the Air Service Advanced Flying School. Ten were discharged and returned to their homes. Eight remain in the service and will be detailed for a two-year tour with tactical organizations. Two of the latter were assigned to the 3rd Attack Group.

Flying Cadet Leland S. Jamieson, who graduated from the last class of the Advanced Flying School, was transferred to the Attack Group, thus increasing the Group flying cadets to four.

Second Lieut. Richard W. Gibson, recently injured in an airplane crash while undergoing flying training, was released from the Base Hospital

1st Lieut. Wm. S. Gravely, returning from Santa Monica, Calif., in a Douglas Transport, stopped at Tucson, Arizona, to pick up Lieuts. R.K.Stoner and J.C. Hodgson, Brooks Field pilots, whose plane was stranded at that place. Lieut. Gravely had ferried five Kelly Field pilots to Santa Monica, where they will receive and ferry back a quintet of the new observation planes.

In addition to his other duties, Capt. Burdette S. Wright has been appointed Post Operations Officer, Fire Marshal, News Officer, Accident Investigating Officer and Maneuvering Officer.

Three flying cadets who graduated from the Advanced Flying School March 15th will leave during the month in AT-1 training planes for Selfridge Field, Mich. They are ferrying the planes to that place for the 1st Pursuit Group, from the San Antonio Air Intermediate Depot at Duncan Field.

The Attack Group has been materially increased in officer personnel since the middle of March by assignment of 1st Lieut. Ralph H. Stearley, 2nd Lieuts. Arthur L. Bump,Jr., Herbert W. Anderson and Howard M. Turner, all graduates of the Advanced Flying School March 15th. In addition, flying cadets Jamieson and Bazire, also graduates of this class, were assigned to this Group. Cadet Bazire was granted sixty days' leave of absence for the purpose of study in preparation for examination for commission in the Regular Army. The assignment of the above officers and flying cadets will greatly aid the proper functioning of the 3rd Attack Group, as it has been sorely in need of such personnel.

Captain Ross F. Cole, Commanding Officer of the 8th Attack Squadron for the past year, was transferred to the 10th School Group, and has taken command of the 42nd School Squadron. 1st Lieut. Dwight J. Canfield has assumed command of the 8th Attack Squadron.

First Pursuit Group, Selfridge Field, Mich., March 23rd.

Another flood! The Group should be equipped with amphibians if it is to fly in this weather. Continuous rains for the past three days reduced the level grass covered surface of our flying field to a shallow soggy-bottomed lake. Landing a fast pursuit ship now is similar to a shower bath without the modern conveniences.

Due to these rains an AT-1 hit a rut the other morning in taking off for formation and nosed up, breaking the propeller and a wing skid. However, it was ready for formation the following morning, the crew putting in a little overtime and forgetting to punch the clock. The passenger said he got a thrill out of it, and then he and the pilot both growled about it being tough luck. They all like to fly here.

Cadets John B. Jones, Irving A. Mast and Harold B. Wilson were transferred to this field from Kelly Field for advanced pursuit training. Cadets Jones and Mast were assigned to the 17th Pursuit Squadron and Cadet Wilson to the 94th. These cadets will, it is believed, ferry three AT-1 airplanes from San Antonio Texas, to Selfridge.

Each organization has its P-2 and each seems to be having a little trouble with the V-1400 engine. This ship is about 33 pounds lighter than the P-1, and with its additional 100 horsepower it is said to walk away from the P-1 either on straightaway or in a climb. Due to contemplated changes, everything but test and airdrome flying of these ships was prohibited.

We now await with interest the debut of the O-1. It is a two-seater, and that means a lot of hops for the mechanics. The rear cockpit is almost on the tail and that ought to bring a few thrills.

The authorized allotment of Air Service enlisted men for this field having been reduced to 608 by Headquarters Sixth Corps Area and the field being slightly over strength, 15 men were transferred to Scott Field, Ill., and 10 to the 3rd

Battalion, 2nd Infantry, at Fort Brady, Mich. The enlisted men transferred were all volunteers, and they will in all probability enjoy the change of station.

The Group selected the following men to represent it in the Corps Area Athletic Meet at Chicago, Ill: Basketball - Tech. Sgt. McGaha, Staff Sgt. Reist, Sgts. Freedlund, Healey, Sergeants Morin, Shannon, Pvts. 1st Cl. Tolish, Tahnke, and Pvt. Youchum. All of these men are assigned to the 95th Pursuit Squadron except Corporal Morin, who is with the 57th Service Sqdn.; Boxers - Staff Sgt. Scheib, Corp. Deshone and Pvt. 1st Cl. Delosier, all of the 94th Pursuit Squadron; Pvt. 1st Cl. Dombrowski and Pvt. Neury, 57th Service Sqdn.

The Group holds high hopes for the basketball team. It has played together for two years and worked so smoothly that little or no improvement could be made on it from the personnel of the field. They have speed, and their passing, short and snappy, is beyond reproach and their team work, too, is excellent. They should do well. Of the boxers, "Whitey" Dombrowsky stands out. He has won several matches from Detroit's best and should experience little difficulty at Chicago unless they give him an iron man to fight. He weights 123, is perfectly proportioned and a whale of a fighter.

Lieuts. S.T.Smith and L.S.Smith, both of the 94th Squadron, were high for this week's aerial gunnery with 49% and 47% respectively. They would make most any enemy ship look like a sieve.

Selfridge Field, Mt.Clemens,Mich. March 30.

Due to the very poor condition of the flying field, which made the landing of any type ship hazardous, and poor visibility, very little aerial gunnery was participated in. No pilot was able to fire more than the stipulated 100 rounds of .30 caliber. Lieut. Bettis was high scorer for the week with 73 hits out of a possible 100; Lieuts. Irvine and Johnson were second and third with 58 and 53 hits, respectively, out of a possible 100.

A big "V" formation of enemy aircraft winged its way across the sky as we were running the ships up this morning. They made no sound and were not noticed until far out over the lake headed almost due east. Everybody is trying to get a chance at the anti-aircraft guns now, but the lake is still frozen over and the geese were too high anyway.

Lieut. Bettis departed by rail for San Antonio, Texas, to take charge of the flight of three type AT-1 airplanes which are to be ferried here. It is very probable that he will not break any speed records on this trip - not in an AT-1.

Cadet Collins, pilot of an AT-1, with a Mr. Crawford of Detroit as passenger, flew to Akron, Ohio, for cross-country training.

Lieuts. Ash and Burgin, A.S. Reserve, finished their six months' active duty training on March 31st.

Brooks Field, San Antonio, Texas, March 23rd.

General Patrick arrived in San Antonio Sunday morning and spent Tuesday inspecting the activities at this station. Monday evening, following a dinner given for him by the Air Service field officers stationed in this vicinity, there was a reception and dance in the Balloon Hangar in his honor.

From the 24th to the 29th of March all permament officers were exposed to an instructor's course, the purpose of this being to make sure that all students are instructed in each phase of the work in as near as possible the same manner. Each officer was scheduled to ride with each of the following "old reliables" - Johnny Corkville, Hex McClellan, Biving and Nelson.

Flying time for Brooks Field for the week ending March 19th was as follows: Aircraft hours, 151:40, Man Hours, 249:40; Cross-country hours, 126:30, Cross-country man hours 207:30.

These two weeks of rainy weather have done a great amount of good both to the flying field and the post garden. We have quite a garden here this year. About a month ago Captain King was presented with a hoe and rake and appointed Post Gardener. Now our whole back yard has been converted into a truck garden - everything from spinach up or down, including pop corn. Captain King says that, provided he can keep Pat and other married officers out of his garden, it will be a good investment.

Stoner and Hodgson returned safely from their trip to the coast. Luckily a Kelly Field ship was coming by shortly after they decided to park their ship in the mesquite at Tucson, so they were spared a long and tedious walk of about 800 miles. Some people sure are lucky.

Most of our wandering cross-country fliers returned to Brooks and are glad to be back. It seems that the balmy weather one gets used to down here doesn't prevail over the north and northeastern portions of these United States. Downing and White returned Saturday from their trip to the east coast - they had no mechanical trouble but encountered lots of snow and ice. Lieuts. Patrick and Chandler returned from a trip to Arizona yesterday - Twining and Greenlaw are expected back from the same place sometime today. Crawford and Hegardt are still in New York. Of course, Dame Rumor is no more reliable now than she ever has been, but she says that very soon (if not already) there will be a Mrs. A.R.Crawford. Sounds mighty well after you get used to it.

Langley Field, Hampton, Va., April 5th.

11th Bombardment Squadron: Considerable interest is being displayed around the hangar these days in getting the planes in commission for the coming Air Force Maneuvers to be held at Fairfield, April 20th to 30th.

Technical Sgt. Wm. Moorhead returned from the Pacific Coast. He was a passenger in one of the new Douglas C-2 planes piloted by Lieut. Davies.

During the past week the organization's flying time was 8 hours - 10 flights

20th Bombardment Squadron: Lieut. A.Y. Smith, who left on airways March 24th, returned March 29th, reporting a very uneventful trip. Total time for the flight was 26 hours, 45 minutes, in 24 flights.

Great things are expected of the baseball team, which will take the field in a short time for its first game.

96th Bombardment Squadron: The first of the series of monthly group dinners was held at the Monticello Hotel in Norfolk, Va., April 3rd. Captain Black, until lately our squadron commander, was the guest of honor, while other officers from the Chief's Office and the Tactical School were numbered among the guests. Major Brereton presided in his usual admirable manner.

Squadron operation plans now follow along lines leading up to the air force maneuvers late this month, in which we hope to make a worthy representation. Routine training and day and night missions for the Coast Artillery help to build up our flying time.

We regretfully said good-bye to Lieut. Mulzer, who returned to civil life after completing a six months' course of active duty with our organization. He carries with him our best wishes for continued success in all future callings.

Lieut. Colliver moulded his baseball team into a fast hard-hitting team and, barring unforeseen accidents, we should jump into the league lead from the opening day.

59th Service Squadron: 1st Lieut. Wm. A. Hayward returned from sick leave and assumed command of the organization on April 1st.

1st Lieut. Muir S. Fairchild was transferred to the 2nd Bombardment Group Hdqrs. Detachment.

Tech. Sgt. Harry Glascock, acting as Crew Chief for 1st Lieut. McReynolds, in his flight cross-country to Santa Monica, Calif., returned none the worse for the long trip. He states that California looked good to him and it is a great sport picking oranges from trees.

2nd Photo Section: This Section is very sorry to lose its C.O., Lieut. Charles L. Williams, who sails for Hawaii about April 22nd, and wishes him the best of happiness and health as he takes up his duties in new surroundings. The Section welcomes its future Commanding Officer, Lieut. Thomas M. Lowe.

19th Airship Company.Lieut. W.A. Gray as team Captain and Lieut. R. Kieburtz as aide, were designated to compete in the Free Balloon Races to be held at Little Rock, Arkansas, on April 29, and expect to leave for there within the next week or so. Lieut. Gray is an experienced Free Balloon Pilot, having over 150 hours to his credit. In 1924 Lieut. Gray took part in two Free Balloon Races, one held in April by the National Aeronautic Association at San Antonio, Texas, where he flew 31 hours, covering about 1125 miles, and the other in June at Brussells, Belgium, where he flew over 25 hours. Lieut. Kieburtz proved his ability as a cool-headed, and courageous Free Balloon Pilot ready to turn any kind of Lighter-than-Aircraft into his favorite, a Free Balloon. Not very long ago, he Free Balloned the disabled Airship TA-5 to a safe landing in the bay at Hampton Roads. The best wishes of the Company go with those two officers and it is hoped that they will return to Langley Field with first prize.

On March 27, Lieuts. W.A. Gray, R. Kieburtz, and W.L.Harris, flew to New York in a Martin Bomber where they attended the Annual Balloon Dinner;there were quite a few of the old-timers present and a big time was enjoyed by all.

On March 26, Lieut. Alfred T. Puryear, was transferred to Scott Field, Ill. Lieut. Puryear was well liked by the men of the Company and they all are sorry to see him leave.

Work has been progressing rapidly on the TC-9. The envelope was inflated with Helium on March 30th and today, April 2nd, the car was attached to the envelope. We expect to complete the assembling for a trial flight by the end of next week.

Langley Field, Hampton, Va., March 29

11th Bombardment Squadron: The squadron flew 46 hours and 20 minutes last week, including 10 hours of flying in conjunction with the Joint Air Service-Anti-Aircraft Board.

Considerable interest is being displayed by the baseball fans of this Squadron. If spirit shown is any indication of prospective success, our team work is going to be hard to rival.

A fine parachute jump was made by Cadet Bernard A. Bridget on March 19, from an altitude of 2000 feet. The jump turned out to be all wet, as a fine cross wind caused chute and jumper to land in the briny deep. Luckily, a perfect four point landing was made near the pier of the 19th Airship Company, in two feet of water. It could have been worse.

The following communication from the former Governor of Maryland, the Honorable Charles C.Calder, was forwarded to this organization by the Air Service Supply Officer, Langley Field, Virginia.

"I desire to take this opportunity to commend the personnel of the Martin Bomber forced down at Princess Ann, March 6, 1926, for their ability and dispatch in dealing with an emergency.

Many people witnessed the unloading, transfer and reloading of motors. A demonstration of this nature has a wholesome effect upon the public mind; to many of whom are prone to look upon the Air Service as dare-devil-heroes, rather than men of mechanical efficiency, a re-vamping of the public mind reacts favorably to the Air Service".

20TH BOMBARDMENT SQUADRON.

Lieut. A.Y. Smith, A.S., who just returned from California, left on Airways on March 24th.

The Squadron Baseball Team just been organized and shows great promise to those who have seen the initial workouts.

Cadet Banks, A.S., made his first parachute jump March 25th and as a comment on his nerve, let us state that he brought down his ring. He made a perfect three point landing (one arm, one leg and a shoulder) and regained his feet immediately.

96TH BOMBARDMENT SQUADRON

The aerial review over Newport News last Saturday in honor of the multiple launching program of the Shipbuilding Co., was most impressive. Our squadron headed the bomber formation under the leadership of Major Brereton. Some excellent photographs of the spectacle were obtained by Lieut. Mulzer from far above the line of planes. We also furnished Lieut. Adams an NBS-1 for his radio broadcasting through station WTAR which many congratulatory messages declared a distinct success.

Lieut. Colliver and Cadet Reid hung up the high score for the week in bombing. This serves to keep others in the Group practicing overtime.

During the week NBS-1's were taken to Washington and Philadelphia on X-Country missions, no trouble of any kind was experienced.

19th Airship Company:

The Hangar detail worked hard the past few days assembling a new ship the "TC-9", which has just been received at this organization and will soon be put in commission.

The "TA-5", forced down on March 10, is now undergoing repairs and it is hoped will be in the air once more within the next month.

During the week of March 22nd, the Company topped the list of six flying days for the month with a total: Daily aircraft hours 31:25; daily man-hours 168:00; daily cross-country aircraft hours 7:40; daily cross-country man-hours 43:10.

Hdqrs. 2nd Div., A.S., Biggs Field, Fort Bliss, Texas, April 2nd.

The aerial gunnery and bombing training which the flying personnel was engaged in during March is now nearing its conclusion for this season. Firing at tow targets with fixed and flexible guns will, it is expected, be completed

by April 10th. In this, the last phase of the aerial gunnery training, the new Douglas O-2 planes were used to great advantage, their maneuverability being far above that of the DeHavilands. These two ships were received from the Douglas Corporation plant at Santa Monica on March 20th, being piloted here by Lieuts. L.D.Weddington and Ray H.Clark. In spite of very high winds and choppy air, which is always prevalent in this mountainous region at this season , very good results have been obtained so far - two officers, Lieuts. Guy H. Gale and Lloyd E. Hunting having completed their firing with what is considered a percentage above the average.

Lieut. Guy H.Gale, was granted three months' leave of absence April 1st and left with his family on the 4th for Oakland, Calif.

Lieut. Charles Douglas left by rail April 2nd for Dayton to pilot to this field a new "metal job" DeHaviland photographic plane assigned to this station.

The erection of hangars at our new flying field at Camp Bierne by the 8th Battalion Engineers was completed, and visiting planes should have no difficulty in locating us, the old balloon hanger being adjacent and also serving as airplan hanger, machine shop, parachute department, etc.

Private Julius Reis, who successfully completed a course of training in aerial photography at the A.S. Technical School, Chanute Field, was assigned to the 1st Photo Section here and joined March 27th.

McCook Field, Dayton, Ohio, March 24.

In connection with the general aeronautical engineering course of the Air Service Officers' School here, a series of interesting lectures just terminated, which included talks by famous engine designers on their respective products. The lectures were open to officers outside of the school and civilian engineers who were interested. The following representative men spoke: J.O.Almen on the Almen Barrel Engine; Harold Caminez of the Fairchild Caminez Engine Corporation, on the Cam engine; S.D.Heron of the Wright Aeronautical Corporation, on the air-cooled engine; E.T.Jones of the Wright Aeronautical Corporation, on developments in aircraft engines; L.M.Woolson of the Packard Motor Co. on Packard Aircraft engine.

Preliminary to the course in airplane design at the school, Major T.D. Milling, an authority on the subject, gave a series of three talks on Aerial Tactics and the bearing this subject has on specifications for the design of airplanes.

Lieut. D.F. Lewis terminated his period of service at the Engineering Division March 21st and left for Fort Slocum, N.Y., where he is to take command of troops sailing for the Panama Canal Zone.

Lieut. Ernest C. Dichman, transferred to McCook Field from Kelly Field, availed himself of 20 days' leave, reporting at his new station March 31st.

San Antonio Air Intermediate Depot, Duncan Field, Texas, April 6.

After the recent rains, which have been followed by days of delightful sunshine, the uncultivated fields and meadows of Duncan Field have become a vast flower garden, golden with calendulas, white and pink with primroses, blue and purple with verbenas, and green with the luxuriant growth of grasses and shrubs. It seems that in no other place do the wild flowers grow more profusely than here. A walk through these fragrant fields at this season of the year is one of the many joys of springtime at Duncan Field.

On Saturday, March 17th, the Civilian Social Club gave a dance for their members in the old Service Club Building. The affair was enjoyed by about 70 couples.

1st Lieut. Clements McMullen returned to this Depot March 25th after a 3 months' leave of absence spent in visiting relatives and friends, and also in successfully, though reluctantly, eluding the wiles of Florida. Prior to his departure for foreign service, June 12th, Lieut. McMullen will make a detailed study and inspection of maintenance engineering conditions at the Air Service stations of this Depot's control area.

Lieut. J.M. Davies, of Langley Field, arrived here March 25th enroute from Santa Monica, Calif., ferrying a Douglas O-2 to Langley Field. He stopped here

to have his landing gear reworked in accordance with instructions from the Field ServiceSection, and resumed his journey on the 25th.

Monday, March 29th, becomes a historical date in the annals of Duncan Field, for it was then that the "Wild Goose", wending south toward its haven on the accustomed nocturnal flight of its species, was forced, due to threatening clouds and low visibility, to stoop from its soaring, and, as a consequence, to collide with a "Tame Cow" which had no tail lights. Salvaging operations among the feathers netted one Major Lackland, wtih two broken ribs, a severe cut above the right eye, and bruises, none of which were sufficient, however, to stop him in the quest of the elusive golf ball the following day. In other words, Major Lackland's Wills Sainte Claire automobile (the "Wild Goose") collided with the rear end of a Mistletoe Creameries truck. The Wills Sainte Claire was completely wrecked, and Major Lackland is indeed fortunate that he was not more severely injured.